



War Department mapping project.
Under direction of the Chief of Engineers.
Control by the U. S. Coast and Geodetic Survey.
Planimetry compiled from air photographs by U. S. Coast and Geodetic Survey.
Planetable topography and field edit by U. S. Coast and Geodetic Survey, 1942.

ROAD CLASSIFICATION
Dependable hard-surface, heavy-duty road. U. S. route (20)
Loose-surface graded, dry-weather road. U. S. route (20)
Secondary, hard-surface, all-weather road. State route (20)
Dirt road. State route (20)
More than two lanes indicated by note along road with tick at point of change. 3 LANE 4 LANE
Road data 1942

Scale 1:31680
1 0 1 Mile
1000 500 0 1000 2000 Yards
CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL
ONE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S. ZONE A, U. S. C. & G. S. SPECIAL PUBLICATION NO. 59"
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
NOTE: OFFICERS USING THIS MAP WILL MARK HEREON CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."

REPRODUCED BY THE U. S. COAST AND GEODETIC SURVEY, 1942
Polyconic projection, North American datum of 1927.
Maryland coordinate system, single zone, is indicated by ticks outside the next line at 10,000 foot intervals.
Recoverable horizontal control stations of less than third order accuracy are shown by a circle.
This map complies with the national standard map accuracy requirements.

NANTICOKE, MD.
N3815-W7552.5/7.5

HISTORICAL FILES
(DO NOT REMOVE)